

U. S. WEATHER BUREAU, NOVEMBER 20—
Last 24 hours' rainfall, .00; Temperature, max. 78,
min. 70; Weather, fresh trades and fine.

Established July 2, 1856

SUGAR—96° Test Centrifugals, 4.65; Per Ton,
\$93. 88 Analysis Beets, 14s. Per Ton
\$100.60.

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HONOLULU, HAWAII TERRITORY, MONDAY, NOVEMBER 21, 1904.

PRICE FIVE CENTS.

BIG ROUND OF VISITS

How the Medicos Spent
the Time Sun-
day.

Honolulu can boast of many of the most advanced systems for fighting diseases, destroying the lurking germs which menace mankind, treating the sick, both in body and mind and carrying on a sanitary warfare against filth. The members of the Territorial Medical Association who inspected the United States Quarantine hospital and equipment on Quarantine Island, the Queen's Hospital, the Sewer Sump and pumping plant, the garbage crematory, the Insane Asylum and the Hospital for Incurables, expressed themselves amazed at the modern methods and appliances with which Honolulu is equipped to ward off disease and epidemics.

The Territorial Medical Association devoted yesterday to enjoying the hospitality of the various places above mentioned, the physicians spending nearly the whole day in the pursuit of wisdom.

Uncle Sam has placed in the harbor of Honolulu one of the most modern hospitals for the treatment of those who come to these shores from foreign lands. Medical men yesterday, after investigating the length and breadth of the island with its accommodations for at least two regiments of soldiers, its cheerful, well-furnished cottages and dormitories of a superior kind, fit domiciles for the most exacting first class passenger, said that Honolulu would in time have one of the finest Marine Quarantine stations of any port in the United States.

THE QUEEN'S HOSPITAL.

The medical society first attended a clinic at the Queen's Hospital at which Drs. Wood, Cooper and Hoffman officiated.

FINE QUARANTINE STATION.

At 11 o'clock the physicians gathered on the Oceanic dock, whence they were escorted aboard the Quarantine launch Oahu by Dr. F. C. Hobdy and Dr. Carl Ramos of the U. S. M. H. S. staff. The guests were landed at the long quarantine wharf, which being traversed brought them to the new administrative building of the island, where they were met by the staff of the hospital attendants, white, Hawaiian and Japanese, drawn up in platoon formation. The men were all in white uniforms and presented a natty appearance. Dr. L. E. Cofer, head of the United States Marine Hospital Service in Hawaii, met the guests on the lanai, attended by Drs. Sinclair and James of his staff. The visitors were divided into three parties and were escorted over the island.

The administrative building is a two-story frame structure, painted red, as are all the buildings. The offices, technical rooms and all were arranged in excellent order. The next building visited was the fumigating establishment, where clothing is subjected to fumigation in heat furnaces of the

TWO FLANKS THREATENED



GENERAL GRIPENBERG, WHO COMMANDS THE SECOND RUSSIAN ARMY.
—Illustrated London News.

GENERAL ENGAGEMENT NOT THOUGHT IMMINENT

(ASSOCIATED PRESS CABLEGRAMS.)

MUKDEN, Nov. 21.—There is rumored Japanese activity on both Russian flanks. A general engagement, however, is not imminent.

BESIEGING BY SCHEDULE.

TOKIO, Nov. 21.—Operations at Port Arthur are proceeding as pre-arranged. An arsenal has been blown up.

POWDER MAGAZINE BLOWN UP AT PORT ARTHUR

Washington, November 20, 1904.
(Received at 2:30 p. m.)

To the Japanese Consul-General, Honolulu.

Our army at Port Arthur reports that bombardment with naval guns caused the explosion of a Russian powder magazine near the Arsenal Works, and that our attacks on the Russian forts are progressing satisfactorily as were planned.

TAKAHIRA.

EVENTS IN ITALY.

ROME, Nov. 21.—Joseph Chamberlain, the English statesman, has visited the King of Italy. Queen Dowager Margherita's birthday has been celebrated. Fresh anti-Austrian demonstrations have taken place.

FATAL TENEMENT HOUSE FIRE.

NEW YORK, Nov. 21.—Twelve persons have been burned to death in a tenement house fire here.

HIGH SHERIFF HENRY GIVES SUNDAY LAW CONSTRUCTION

Rest and Recreation for the Workers and Peace
and Quiet for the Community Are What
He Would Enforce.

Editor Advertiser: The public press and public gossip having given me credit for saying and intending to do so many things that I have not said and never have thought of doing, I think it fair to the public and to myself to make a definite statement of what I understand the Sunday law to mean and in what spirit it should be enforced.

In the first place I do not understand the Sunday law to have been enacted for the purpose of supporting any particular religion or religious sect or code of morals. The day when the tenets of any church can be enforced by civil laws in the United States has passed.

My understanding of the spirit and intent of the Sunday law is that it has two main objects in view, viz:

First, to insure to the workers of the Territory a day of rest and recreation once in each week.

Second, to secure to the entire community, once each week, a day of peace and quiet.

The law does not require, and was not intended to require, absolute rest nor absolute quiet. It would be impossible of enforcement if it did.

In recognition of this fact the law specifies certain exceptions to the rule. It necessarily leaves a wide field for difference of opinion as to whether certain acts are works of "necessity" or not. Whether or not a given case is within or without the statute is frequently a matter of opinion and opinions will differ. Other people have as much right to their opinions as I have to mine. They may be right and I may be wrong, but as I am the executive officer of the law and responsible for the enforcement of the law, I am obliged to act upon my construction thereof until some higher authority, the court or the legislature overrules me.

The law is unable to enumerate, beforehand, exactly what is and what is not prohibited or permitted under the statute. Neither can I.

In the execution of the discretion which the laws compel me to exercise, I do not propose to draw any hard and fast line, nor to act arbitrarily nor unreasonably. Particular cases will each have to depend upon their own merits, and my first judgment is open to change if facts and conditions can be presented to me justifying it.

Concerning what is "necessary" labor, I recognize that the necessities of modern civilization include many things which were not required a generation ago, and as time goes on other necessities will arise and have to be recognized. But there are many classes of work concerning which there can be no question. They are purely for business profit, and can be performed as well on any other day without injuring or inconveniencing anybody. As to these acts I propose to enforce the law as strictly as I can with the available force under my command. I do this, not only because it is the law, but because it accords with my conviction that the best interests of the community are served by it. The greed and selfishness of many employers is such that unless restricted by law, they would work their employees 365 days in the year and the extra day in leap year. In these days of keen competition, if one man in a given trade works seven days in the week, his competitors have got to do the same or fall behind in the race. If there is no restriction the result will eventually be that nearly everybody will be compelled to either work on Sunday or fail in business. I consider the enforced cessation from work on Sunday to be one of the most vital laws for the protection of the poor and the workers of every class, and that I should have their hearty support and that of every one who believes that life is worth more than dollars, in enforcing this measure, which is pre-eminently for their protection.

As to the peace and quiet feature of the Sunday law, and what
(Continued on Page 2.)

CHICAGO STREET RAILWAY DEAL.

CHICAGO, Nov. 21.—A syndicate has proposed to purchase the street railways of this city for thirty-six million dollars (\$36,000,000).

This will be a decided bargain, if all the street railways of Chicago, not excluding the elevated roads are included in the deal. Besides the surface railways covering the entire city, there are four elevated roads in Chicago. These are the Northwestern, the Metropolitan, the Lake street and the South Side roads, forming a most comprehensive system costing many millions to build. They are all, save the Metropolitan "L," paying propositions. As to the surface roads, there has grown up in Chicago of late years a strong sentiment in favor of public ownership, particularly of those lines for which franchises had lapsed or were about to lapse. At a city election held last winter, a large popular vote was cast in favor of public ownership. For the surface roads, all of which pay handsomely, the price named in the dispatch would not be too much to pay.

IMMIGRANT STEAMER STRANDED.

NEW YORK, Nov. 21.—The steamer Sicilian Prince, with 612 immigrants from Italy, is ashore on Long Island. It is hoped she may be floated.

Bad luck seems to have pursued the British steamer Sicilian Prince, Captain Hanks, which wound up an ill-starred voyage on the sands of Long Island. The steamer, which is of 1708 tons register, sailed from Palermo early in September bound for New York with a large cargo and a full load of emigrants. She sailed from Naples on the 16th of September and put in at the port of Almeria four days later flying signals of distress, her shaft being broken and the propeller minus some blades. A board of survey decided that she must be docked and she was towed to Marseilles, arriving there on Oct. 21 and going into dry dock immediately. Meanwhile her passengers were transferred to the Italian steamer Lombardia and the cargo to the Italian steamer Sicania which sailed from Palermo to New York Sept. 20. On being repaired the Sicilian Prince took on a new cargo and another lot of emigrants and sailed for New York only to meet with another disaster within sight of her destination.